

# The China Mail.

ESTABLISHED 1845

THE OVERLAND CHINA MAIL  
(PUBLISHED EVERY  
WEEK DAY.)  
Contains the Weekly News  
of Hongkong and the  
Far East.  
Price (including postage) is 1/6  
part of the world's  
per annum.

17,044

號一廿月二十年七十百九千一

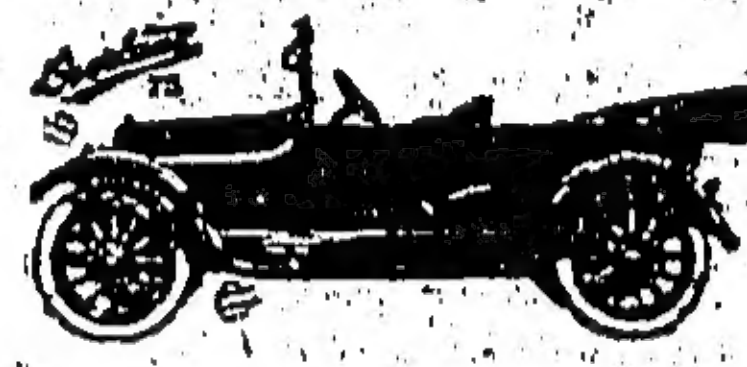
HONGKONG, MONDAY, DECEMBER 31, 1917.

日一廿月六年九百一十

PRICE, \$3.00 Per Month

THORNE'S  
**OLD VAT**  
No. 4.  
**SCOTCH WHISKY.**  
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**A. S. WATSON & Co. Ltd**  
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HONGKONG.  
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Applications will be required to produce  
Passports or identification papers. All  
persons with certain exceptions, who  
remain in the Colony for more than  
7 days are required to register them-  
selves under the REGISTRATION OF  
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and all Police Stations.  
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COMPANY, LTD.  
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ASSURANCE CO.**

**TOTAL FUNDS AT 31st December, 1914,**  
£23,970,367.  
1—Authorized Capital £25,000,000  
Subscribed Capital £24,500,000  
Paid-up Capital £22,497,500  
2—The Funds £3,337,047  
3—Life & Annuity Funds £17,567,590  
Sinking Fund Account £128,230  
£23,970,367  
Revenue Fire Branch £2,381,456  
Life and Annuity Branches £2,141,583  
Revenue Marine Department £37,239  
Other Receipts £75,940  
£25,539,228

The Accumulative Funds of the various  
Branches are separately invested, and, by  
Act of Parliament, are set aside to meet  
the claims under the respective Depart-  
ments of the Company's Business.  
**SHEWAN, TOMES & CO.,**  
Agents.

**PEAK TRAMWAYS COMPANY,  
LIMITED**

**TIME TABLE.**  
**WEEK DAY.**  
7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.30 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
2.45 p.m. to 3.15 p.m. Every 10 minutes.  
3.15 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
**VISIT CARS**  
6.00 p.m. and 9 p.m. 9.30 p.m. to 11.00  
p.m. every half hour.  
11.00 p.m. to 11.45 p.m. every quarter of  
an hour.  
**SUNDAY.**  
7.30 a.m. 8.00 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.30 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.30 p.m. Every 15 minutes.  
5.30 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 6.30 p.m. Every 15 minutes.  
6.30 p.m. to 8.00 p.m. Every 10 minutes.  
**NIGHT CARS as on Week Days.**

**SATURDAY.**  
Extra Car at 12 midnight.  
**SPECIAL CARS** by arrangement at the  
Company's Office, ALBERT ROAD, HONGKONG.  
Season and punch tickets available for  
all cars not already full running at the  
time stated in the Company's time tables,  
but not for special cars, can be obtained  
on application at the Company's Office.  
No Season tickets will be issued until  
payment thereof has been made in Bank  
Notes or by Cheque or Company's order  
concerning Bank Notes.  
**JOHN D. HUMPHREYS & SON,**  
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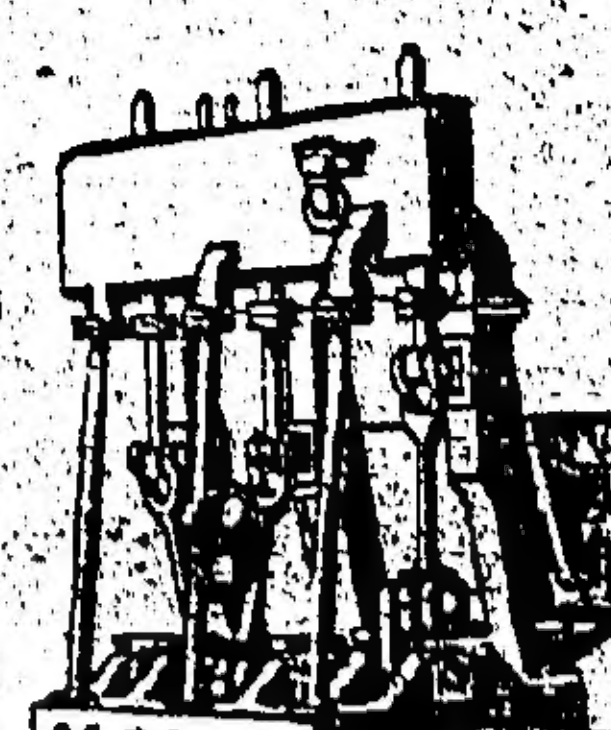
  
Oil Drilling Cables of any size up to 8,000 feet in length.  
Prices, samples and full particulars will be forwarded on application.  
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Hongkong, April 11, 1912.

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COMPOUND  
BALSAM OF ANISEED**  
Gives immediate relief in all  
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**COUGHS AND COLDS.**  
Price: 50 cents and \$1.00  
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**A. S. WATSON & CO., LTD.**  
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Estimates furnished on application.  
**WONG PING WA, Manager**  
Hongkong, April 1, 1912.

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ALL EUROPEAN TRAVEL PASS EXCHANGES.  
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Hot and Cold Water System throughout.  
Best of Food and Service.  
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## THE WAR. TO-DAY'S TELEGRAMS.

(Reuter's Service to the China Mail.)

**THE WESTERN FRONT.**  
**ELEVEN ENEMY MACHINES  
BROUGHT DOWN.**

London, Dec. 30.  
Field-Marshal Sir Douglas Haig reports:—  
We repulsed a local attack in the neighbourhood of the Ypres-Staden railway.  
We drove off raiders to the north of Pesschendale.  
Later.  
Field-Marshal Sir Douglas Haig reports:—  
There was hostile artillery activity in the neighbourhood of Hargicourt, to the south and west of Lens and to the east and north-east of Ypres.  
Our aeroplanes, yesterday, dropped over 100 bombs on three aerodromes to the north of Lille. Seven hostile machines were brought down and the anti-aircraft guns shot down four others. Three of our machines are missing.

**THE BOMBING RAID ON  
MANNHEIM.**  
**LATEST PARTICULARS.**

London, Dec. 29.  
Further official information of the bombing raid on Mannheim, on December 24, shows that in the morning, two of our formations of ten machines, crossed the line at a height of 9,000 feet and arrived at their objective simultaneously, despite heavy and accurate anti-aircraft fire. They dropped sixteen 112-pound bombs and two 280-pound bombs, from a height of 18,000 feet. Four bursts were observed in the main station, several on the Lanz works, two on Ludwigshafen and several on a munitions factory between Mandenheim and Rheingonnheim.  
Two enemy formations of eleven machines were encountered but they did not attempt to attack at close range.  
The anti-aircraft defences around Mannheim which appeared to be strong, brought down one of our machines.

**GERMANY'S TREATMENT OF  
AMERICAN PRISONERS.**

London, Dec. 29.  
Reuter's Correspondent at American Headquarters in France states that the American authorities have learned from an authentic source that Germany is treating American prisoners with very much less consideration than the British and French, indeed, it is believed that they are treated as the Russians were treated, and the world knows what that means.  
It is expected that the United States will take steps to secure amelioration.

**ENEMY AIR-RAID ON PADUA.**

London, Dec. 30.  
Reuter's Correspondent at British Headquarters in Italy states:—  
A raid was carried out on Padua at nine in the evening of December 29, in bright moonlight.  
Eight bombs were dropped on the centre of the town and the casualties were mostly among women and children.  
Luckily, the priceless architectural treasures escaped.

**AN ARREST FOR TREASON IN  
NEW YORK.**

New York, Dec. 30.  
A naturalised German employed in a torpedo works, has been charged for treason. He is charged with tampering with the operations of torpedoes, rendering them useless.

**FURTHER BRITISH  
ADVANCE IN PALESTINE.**

London, Dec. 29.  
An official despatch from Palestine states:—  
We drove back the enemy, yesterday, and advanced our line to a depth of two miles on a thirteen-mile front.  
This advance has given us the high ground at Rasar-Kubessuffa which is four miles from Jerusalem and one mile to the north of the Jericho Road to Anata, Erram and Kulundia. The two latter places are to the east and west of the Nablus Road, five miles to the north of Jerusalem and Esbamin.  
The Irish troops overcame the difficulties of the ground, despite considerable opposition.

**BERLIN JEWS AND PALESTINE.**

The Hague, Dec. 29.  
The Jewish Correspondent Bureau has received a telegram from Berlin announcing that the German Zionist Association has passed a resolution greeting with satisfaction the fact that Great Britain has officially recognised the right of the Jewish people to national existence in Palestine.

**COLLISIONS IN POSEN AND  
POLAND.**

London, Dec. 30.  
Two trains collided at Spornik, in Posen.  
All the carriages were destroyed and thirteen people were killed and 70 injured.  
Eighty people were killed and 80 injured in a collision in Russian Poland.

**FURTHER AMERICAN LOANS TO  
ALLIES.**

WASHINGTON, Dec. 30.  
Mr. McAdoo has authorized a further loan of \$685,000,000 to Great Britain, \$155,000,000 to France, \$7,500,000 to Belgium and \$1,000,000 to Serbia, making the total advances \$4,236,400,000.

**GERMAN HOPES DISAPPOINTED.**

Zurich, Dec. 30.  
The Secretary of the German War Provisioning Bureau, in an interview, admitted that it was impossible for Germany to hope to get an appreciable quantity of foodstuffs from Russia.

**ANOTHER SHIPPING COMBINE.**

London, Dec. 29.  
The Harrison Line has acquired the major portion of Messrs. Rankin, Gilmour & Co.'s Fleet, the total gross tonnage of which is 860,000 tons.  
The price paid has not been published.

[According to a recent list, Messrs. Rankin, Gilmour & Co., Ltd., owned 16 vessels.]

**THE PREMIER'S GUEMENCY.**

London, Dec. 29.  
It is officially announced that, at the request of Mr. Lloyd George, Mrs. Alice Wheldon has been released.  
[Mrs. Wheldon was sentenced to ten years' imprisonment, at the Old Bailey, on March 10 last, for conspiring against the life of Mr. Lloyd George.]

**OBITUARY.**

MELBOURNE, Dec. 30.  
The death is announced of Mr. Basil Adair, a well-known bridge player. (See Adair's Bridge, etc., etc.)  
[Continued on page 2.]



## INTIMATIONS

ITALIAN CONVENT,  
Caine Road.

PITMAN'S SHORTHAND CLASSES.

NEW term for Shorthand Classes begins on the 2nd January, 1918. Private classes held in the morning. For particulars apply at the Convent. Hongkong, Dec. 23, 1917. 2430

# DON'T FORGET GREAT WAR CHARITIES FAIR

Kowloon Cricket Club Ground.

NEW YEAR DAY.

1st January, 1918.

WONDERFUL ATTRACTIONS.

From 3 p.m. to 11.30

Late Ferris and Peak Trams.

Hongkong, Dec. 27, 1917. 2422

PUBLIC WORKS DEPARTMENT.

NOTIFICATION.

IT IS HEREBY NOTIFIED that on the 8th January proximo, at 3 p.m., at the Public Works Department and before a Committee presided by the Director of the Public Works, TENDERS will be received for the SUPPLY AND LAYING OF PIPES for Canalisation of Salt Water (Extension).

The conditions of the tendering, the specifications and the plans of the canalisation are open to the public at the Public Works Department and in the Portuguese Consulate in Hongkong, where they can be examined all week days.

Macao, Public Works Department, 16th December, 1917.

RAUL M. DE FARIA E MARIA, Engineer Director.

Hongkong, Dec. 31, 1917. 2413

THE HONGKONG ELECTRIC  
COMPANY, LIMITED.

BEFORE PURCHASING ELECTRICAL APPLIANCES for use in connection with the Company's supply, Consumers are recommended to communicate with the undersigned with a view to ascertaining—

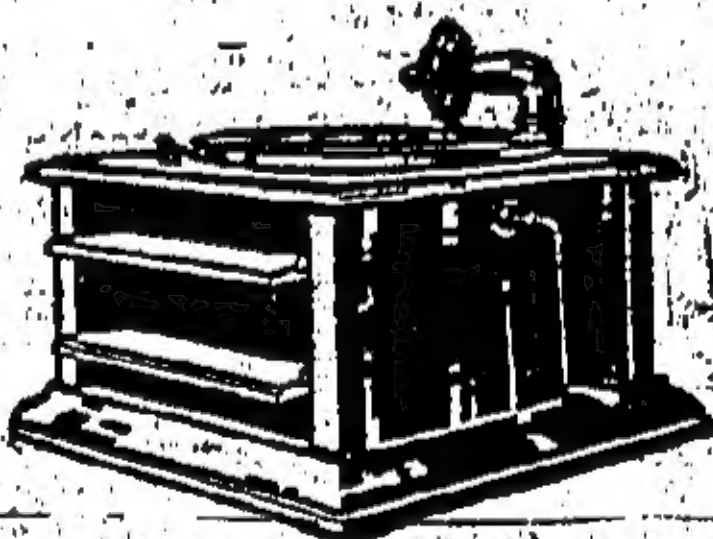
1. If the Appliances, and their use, are in accordance with the Company's Regulations.
2. If the Wiring of the premises where it is intended to install such Appliances is suitable.

It is important that the foregoing information should be obtained from the Company, as not only does the neglect to do so endanger property by fire but in addition may lead to a contravention of the Ordinance.

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, Dec. 15, 1917. 2390

# MUSIC FOR THE CHILDREN'S CHRISTMAS. THIS COLUMBIA AT 25c.



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We have GRAMOPHONES to suit every pocket.  
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THERAPY NO. 2

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IN MILD, MEDIUM AND FULL STRENGTHS.

FROM ALL TOBACCONISTS.

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BRITISH-AMERICAN TOBACCO CO., LTD.

## SCOTTISH LETTER.

(From Our Own Correspondent.)

Edinburgh, November 6.

SCOTS AND AUSTRALIANS.

The comradeship between the Australians and the Scots is now a matter of common knowledge, and further testimony to its strength and good effect is given by Sir Andrew Fraser, the High Commissioner. The Australians in France, he says, have to a large extent been associated with Scottish battalions, and the universal experience is that they have got on well together. The Scottish type, it seems, with its subtle humour and metaphysical predilections, appeals strongly to the Australians, who, on their part, are agile and witty. The Australians and Scots, in fact, are complimentary to each other. In Sir Andrew's opinion the spontaneous display of friendship may also in some measure be traced to tradition and common origin, for a very large proportion of the settlers in Australia came from Scotland. The home country, in the minds of the older settlers, is idealised after years of separation, and is pictured with a kind of halo to the members of their families.

PEAT AND SPHAGNUM MOSS.

The other day I found a quantity of peat in my fire, and was told that the coal merchants have supplies of the substance, and are selling it. Peat is not brought in because coal is actually scarce, but because it makes a fire last longer. That peat has a lasting quality is well known to all who are in the habit of using it as fuel, but I fear that this experience will not be borne out in the average town household. For the townsman demands that his fire should burn brightly, and he is apt to pay it a great deal of stimulating attention, and that is just what no peat will stand. It must be treated very gently indeed, and left much to itself. In that event it will glow for an astonishingly long time. But if it is subjected to the poker it may burn with great energy and speed for a few minutes, or it may fall into powder and refuse to burn at all.

The appearance of peat on the war economy list is an interesting fact, for the parent of peat is already doing admirable war service. That is sphagnum moss, which many thousands of voluntary workers all over Scotland are collecting and sending to the front, and to the hospitals to be used as dressing for wounds (writes the Scottish Naturalist who signs himself "Cichla").

It is true that peat may contain plants of any vegetable substance, but it is not in itself a particularly nutritious food, and in most parts the remains of all the

plants which occur on deep moorland can be traced, but in Scotland at any rate, sphagnum is always the main element. Sphagnum is pre-eminently fitted to act as a peat former: it has the power of constantly throwing up dense cushions of new shoots, while the parts below die. These parts, partly because they never become dry, do not decay in the ordinary sense of the word. Thus year after year the growing sphagnum is accumulating below it all the growth of the past, which, as it sinks in upon itself, becomes an almost solid mass of bone-dense matter. Both sphagnum and peat possess certain antiseptic properties, hence the use of sphagnum for wounds. These assist in the formation of the peat, since they discourage or altogether forbid the activity of the microbes which in other soils completely break up the dead vegetable matter.

TONNAGE TROUBLES IN DUTCH INDIES. The dwindling amount of tonnage available for shipments from the Dutch Indies to Europe and the shortage of coal are giving rise to serious anxiety for the future, says the "Glasgow Herald." In 1916 the Batavia Freight Conference appointed 131 ships with a total of 364,000 tons of cargo space for the shipment of exports to Europe, and in the first half of 1917 not quite 13 ships with a total of 44,000 tons. The Netherlands Steamship Company, the Rotterdam-Fryd, and the Holland America Line gave in 1916 13 ships carrying a total of 51,500 tons for the Java-New York services, but as a result of the requisitioning of ships by the Dutch and British Governments and the laying up of tonnage there has been a considerable deficiency this year, and for next year the prospects are even worse. So long as the war lasts there is not expected to be any improvement in the situation, and therefore some measures have to be taken for meeting the difficulty. These will include a reduction of the next crop of export products, the granting of credit to native growers, and closer co-operation between the Home and Colonial Governments.

WHERE MISSIONS ARE FORTRESSES.

Dealing with the German missions in East Africa, the Rev. J. Hutchison Cockburn, Glasgow, makes some significant revelations in the November issue of "Life and Work," the magazine of the Church of Scotland. "The stations are well built," he says, "some of them are almost fortresses; they are made for

defence, and they generally occupy high sites of considerable strategic importance. They are, to some extent Government agencies. The taxes are often collected at the mission stations. In any rebellion the missions stand for the Government."

GETTING ROUND IT.

A doctor friend of mine whose relaxation is golf, and who plays twice a week on an outlying course, was saddened by the thought that under the petrol regulations, he would not be permitted to use his car to travel to and from the club-house. The dread of facing a policeman and framing an excuse was too much for him. In a happy moment, however, he discovered that the clubmaster is a rheumatic subject—and all is well. The clubmaster, by the way, has now free medical advice from about half-a-dozen medical men.

SENTIMENT—AND A PROMISE.

A party of war-stained heroes was tramping out of Victoria Station looking with curious eyes on the old familiar sight. Behind them followed a French girl, accompanied by a Belgian soldier. Suddenly she disengaged her arm from her companion's and, running forward, touched the tunic of the rearward Tommy.

"Pardon, m'ieu," she said, "but would you mind that I scrape a piece of—of the earth from your knapsack?" The big soldier brought his left heel up with a click, his face beaming in a mixed expression of wonder and honour.

"Mia," he replied, gallantly, "as far as I am concerned, you are welcome to the whole jolly lot."

"I only wish for a tiny piece," she explained, picking off a small chunk of oiled earth and water.

"You see," she continued, producing a little purse and depositing her treasure within the middle compartment, "it is so long a time, since I left my beloved country, and now whenever I feel lonely I can just take a peep—and thank you."

And Tommy added without a moment's hesitation, "Well, win you more than that before we've finished, Mia, and don't you forget it."

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BY THE POUND

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

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## THE HONGKONG &amp; WHAMPOA DOCK CO., LD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A.L. A.B.C. Fifth Edition, Engineering First and Second Editions, Western Union, and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern, up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &amp;c., &amp;c.

THE DIMENSIONS OF DOCKS AND SHIPS ARE AS FOLLOWS					
NAME OF DOCK OR SHIP	LENGTH ON KEEL OR BLUERS	ENTRANCE BREADTH	DEPTH OVER SHELL AT DEPTH OF KEEL	DEPTH OVER SHELL AT DEPTH OF KEEL	MINIMUM TIDE SPRING TIDE
KOWLOON	100	100	10	10	10
No. 1 Dock Kowloon	100	100	10	10	10
No. 2 Dock Kowloon	100	100	10	10	10
No. 3 Dock Kowloon	100	100	10	10	10
No. 4 Dock Kowloon	100	100	10	10	10
No. 5 Dock Kowloon	100	100	10	10	10
No. 6 Dock Kowloon	100	100	10	10	10
No. 7 Dock Kowloon	100	100	10	10	10
No. 8 Dock Kowloon	100	100	10	10	10
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No. 60 Dock Kowloon	100	100	10	10	10
No. 61 Dock Kowloon	100	100	10	10	10
No. 62 Dock Kowloon	100	100	10	10	10















## SHIPPING

## P. &amp; O. S. N. Co.

## ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS  
LONDON AND BOMBAY, via SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

SHANGHAI, MOJI AND KOBE.

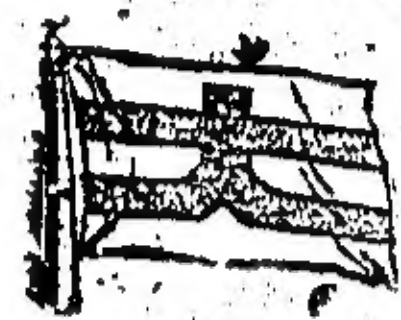
LONDON AND BOMBAY, via SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID AND MARSEILLES.

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

LONDON AND BOMBAY, via SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

Wireless on all steamers. Return tickets at a fare and a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, Etc. apply to—  
P. & O. S. N. Co.'s Office,  
Superintendent.

O. S. K.  
OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS  
FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

North American Line. For VICTORIA, SEATTLE AND TACOMA, via SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE AND YOKOHAMA.

"CANADA MARU".....Wednesday, 2nd Jan. at 1 p.m.  
"MANILA MARU".....Thursday, 31st Jan. at 3 p.m.  
"CHICAGO MARU".....Tuesday, 15th Feb. at 3 p.m.  
"MEXICO MARU".....Thursday, 22nd Feb. at 3 p.m.

FORMOSAN LINE:—For Tamsui, Keelung, Aring and Takao, via Swatow and Amoy.

"SOSU MARU".....Thursday, 3rd Jan. at 8 a.m.  
"KALJO MARU".....Sunday, 6th Jan. at 10 a.m.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office and while the steamer is alongside the wharf Telephone No. 78 will be fixed.

SOUTH AMERICAN LINE:—Every three months steamers proceed to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE:—Monthly service between Japan and Adelaide, calling at Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE:—Fortnightly service for Bombay calling at Singapore and Colombo. At present this line's steamers take cargo only.

JAVA LINE:—Monthly service for Java ports calling at Manila, Sandakan and Macassar. Booking for passengers and cargo to these ports.

FOR SAILING DATES AND FURTHER PARTICULARS  
APPLY AT THE OFFICE.

K. YAMASAKI Manager.  
No. 1, Queen's Building.

Tel. Nos. 744 & 745.

## JAVA-SAN FRANCISCO

via SINGAPORE, HONGKONG, JAPAN AND HONOLULU.  
and vice versa, fortnightly joint-service of the  
"NEDERLAND" and "ROTTERDAM LLOYD" Royal Mail Lines.  
Next departures from HONGKONG:

Steamers	Tons	Sailings
To SAN FRANCISCO	10,000	2nd January.
Vondel	10,000	9th January.
To SINGAPORE and JAVA	14,000	12th January.
Prins Juliana	8,000	28th January.
Willem	10,000	9th February.
Rembrandt	10,000	9th February.

These superior passenger-steamers have excellent accommodation for first and second class saloon passengers.

For further particulars, apply to:

JAVA-CHINA-JAPAN LINE,  
Agents.

Telephones 1574-1575-1576.

## HONGKONG-NEW YORK.

REGULAR SAILINGS FOR BOSTON & NEW YORK, via  
PORTS AND SUEZ AND PANAMA CANALS.

(With liberty to call at the Malacca Coast).

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

## NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS  
with transshipment at CALCUTTA, in conjunction with the  
INDO-CHINA STEAM NAVIGATION CO., LTD.  
AND APCAR LINE.

Sailings from Hongkong

Steamer from Hongkong	on or about	Connecting at Calcutta with	On or about
A steamer	Shortly		

For freight and further particulars apply to  
DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA  
(SOUTH SEA MAIL & CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore,  
Batavia, Samarang and Sourabaya.

Sails on or about

For Sailing Dates Freight or Passage apply to

DODWELL & CO., LTD., Agents.

## SHIPPING

C. N. C.  
CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	SHANGHAI	Jan. 1, at Noon.
SHANGHAI	SHANGHAI	Jan. 2, at 2 p.m.
SHANGHAI	SHANGHAI	Jan. 3, at 5 p.m.
SHANGHAI	SHANGHAI	Jan. 4, at 8 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly  
S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS. Excellent Saloon  
accommodation Amidships; Electric Light and Fans in Saloon and State-rooms.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent  
Saloon accommodation Amidships; Electric Light and Fans in Saloon and  
State-rooms. Regular schedule service between Canton, Hongkong and Shanghai,  
taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at  
Wusung.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Telephone No. 35.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
HAIPHONG	LOKSANG	THURSDAY, Jan. 3, at 7 a.m.
SHANGHAI	ESANG	FRIDAY, Jan. 4, Daylight.
MANILA	YUENSANG	FRIDAY, Jan. 4, at 3 p.m.
MANILA	LOONGSANG	FRIDAY, Jan. 11, at 3 p.m.

CAIROUTTA LINE—Three sailings per week from Hongkong to Calcutta calling  
at Singapore and Penang.

Returning from Calcutta steamers proceed to Kobe and Moji, frequently  
calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with  
electric light and carry a fully qualified Surgeon. This line is temporarily  
disorganised owing to the war. Particulars on application.

SHANGHAI LINE—Sailings approximately every five days between Canton  
and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation,  
and through tickets can be obtained for Northern and Yangtze Ports via  
Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with  
good passenger accommodation; sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo,  
calling at Hanoi when convenient.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by  
a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kuala Lumpur, Jesselton, Labuan,  
Tawau and Labad Davao.

TIENTSIN LINE—A regular service is run from March to October between  
Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations. All European Passengers,  
leaving the Colony for Straits Settlements, are required to produce on arrival at  
destination passport with their Photographs and description affixed thereto.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,  
General Managers.

Tel. No. 315.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI  
AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamers have excellent saloon accommodation for passengers and  
are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.,  
AGENTS.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.  
VETARZO BLOOD MEDICINE

Never before was there anything like it for curing its various "properties" ever equalled in any  
case of general impurity of the blood. The blood is the life of the body. If it is impure, the body  
is impure. It is the source of all diseases. It is the source of all weakness. It is the source of  
all suffering. It is the source of all death. It is the source of all life. It is the source of all  
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H. V. D. PARR,  
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## FIGHTING SPIRIT OF FRANCE

FRANCOIS MINISTRE'S PRAISE OF TOMMY.

Tommy, the French ex-Premier

was interviewed by an English press

correspondent before the last Cabinet

changes when he was War Minister. He

began by making an interesting compar-

ison between the French and English

soldier. He remarked how the qualities

of the one seemed to have penetrated the

other, without, however, entailing any

loss of original characteristics. For

instance, he said, the intrepidity of his

own countrymen was freely acknowledged.

They were known for their dash and off-

ensive. "But after the first shock, it was

supposed that they were easily dis-

couraged and cast down. "But now,"

remarked the Minister with a little smile,

"the astonishing discovery has been made

that they are not only capable of resisting

brusque and violent attacks, but of

sustaining with the utmost valour the

pressure of weeks and months.

"Again, every Frenchman knows the

traditional bull-dog qualities of the Eng-

lish; but none suspected his dash and

energy in attack. Emulation through

contact, seems to have brought about a

new moral combination in the two armies.

The Frenchman now recognises the

military splendour of the English. He

had judged him superficially; he had not

realised that his apparent coldness hid a

great patriotic ardour. Directed by his

will-power, his peculiar virtues, moral

and physical, his strength of soul, and his

trained muscles as an athlete, made him

an admirable partner for the Frenchman

whose *joie de la vie* in his initiative. The

Germans," added the Minister, "will soon

realise that the sum total of these martial

qualities is fatal to their hopes.

NEAL CONRAD.

"Englishmen and Frenchmen are com-

rades in the real sense, and this is even

more true of their chiefs. It is upon the

feeling that each can count with cer-

tainty upon the other. The language

difficulty is really no bar to close com-

panionship. There has sprung up in the

zone behind the lines a sort of trench

jargon, amusing and picturesque, in which

the "pollu" and Tommy find a common

stock of expressions. The contact is less

frequent at the front itself, for the two

armies, English and French, are, of

course, quite distinct.

It is natural that from this propin-

quity should spring a desire to profit by

any improvement that may have been

devised by one or the other. Thus we

have applied methods that the English

have developed for the comfort and well-

being of the soldier. Our "foyers" in

modelling upon your hats and clubs

we have now established libraries and

book centres, which with our cinema

lectures, help to instruct and entertain

our men.

But your front is deeper than ours,

and you can employ a large number in

subsidiary direction. We now hold

certain military or semi-military posts,

not at the front, but in the interior of

the country.

The quality that the Frenchman most

admires in his English comrade is his

sporting good nature. This superb

amour of the soul shines even in the

roughest moments of battle in the most

sanguinary hours, remarked in the

casualty of Vim Ridge, where your

Colonial and Imperial troops moved to

never been greater.

## WAR TIME NERVOUSNESS

In these times of war strain

people are living in an unusual

degree of nervous excitement. Un-

derstandably, it is done to correct it.

Unavoidable results will be a nervous

breakdown, an exhaustion of nervous

power that may take a very long time

to recover.

The treatment necessary is one

of nutrition, the nerve cells require

the blood, and have proved of great

benefit in many cases of strabismus

and other nervous disorders, tendency

to anaemia or bloodlessness which is

shown by most nervous patients, is

also corrected by these pills.

Starke Dr. Williams' pink pills for pale

people to-day and to-morrow, get steady

nerve. Most dealers have them for sale

obtainable at \$1.50 per bottle, \$3 for 6,

from the Dr. Williams' Medicine Co.,

98 Beethoven Road, Shanghai.

FREE. Send a postcard to above

address for a copy of the helpful free

guide, "The Nerves and their Needs."

the attack as if they were taking part in

a gigantic football match.

"You ask me what is the future of

war, what is its scientific development?

At present, and I speak as Commissioner

de guerre, because I was Minister of

Inventions before becoming Minister of

War—the inventors have presented me

startling discoveries. Upon the horizon

of the future, it is likely to have

nothing to do with the old school of

revolutionary character of war, wire

telegraphy, developments are com-

ing rapidly in action, but they are in

nature of details rather than essential

new departures.

FINANCE AND THE WAR.

M. Poincaré, rightly brushed the

suggestion, that victory by the end

of the near possibility. "You must not

suppose," he said, "that they are any

between the old war of mass war and

the new. If the means are different, the

principles are the same, of course. The

old school, with war of movements and

its Napoleonic plan, has been replaced by

trenches and barbed wire and machine-

guns, but would be long to say that

the education of officers has become

nothing, nothing really different. It is

not so, their training may be modified

to include new subjects, but we must not

look at startling changes. Aviation is a

contemporary and not a substitute for

the old.

The Americans were surprised, when

sent to their own mission of savants

of engineers (in which England and

France joined) at the progress which was

made in the applications of science to war.

They confessed, readily that they are now

following instead of preceding us in the

path of military inventions. The inven-

tive genius of the Allies, indeed, has been

devoted with considerable success to the

study of sound and electrical waves and

the ballistic science. In the capture of

submarines, again, our innovations have



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Agents for the COAL HARBOUR  
COAL CO., LTD., are prepared to quote  
prices for best quality SILIMPONOPOL  
COAL, delivered to Bunkers at SEBASTI-  
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SILIMPONOPOL COAL compares favour-  
ably with the better grades of Japanese  
Coal and gives good results on a very  
moderate consumption.

Steamers calling at SEBASTI or  
HAKDARAN exclusively for SILIMPONOPOL  
COAL (either cargo or bunkers) are  
exempt from payment of all Port  
charges.

At Sebastia Bunkers are berthed along-  
side the Company's wharf where there is a  
minimum depth of 27 to 28 feet at low  
water Spring Tides.

Charts of Sebastia Bay (Sebastia Har-  
bour) and all other information  
concerning the Port can be had on  
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30.14	20.18	30.10	SE	3	B
30.14	20.18	30.10	SE	3	B
30.14	20.18	30.10	SE	3	B
30.14	20.18	30.10	SE	3	B

Highest open air temperature on the 31st.  
Lowest open air temperature on the 31st.

T. F. CHAN, Director,  
Hongkong Observatory, Dec. 31, 1917.

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Why waste words and advertising  
space in describing the many  
kinds of goods and services  
which are available in Hongkong?

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Before deciding upon the  
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three new 1918 models

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Motorcycles.

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Fresh shipment due in Hongkong  
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Tai Po ... 10.00 A.M.

Chung Chow ... 7.30 A.M.

Shanghai ... 4.00 P.M.

Aberdeen ... 7.30 A.M.

Ping Shan ... 7.30 A.M.

Saint John ... 7.30 A.M.

San Tin ... 7.30 A.M.

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## HONGKONG MARKET PRICES.

## Butcher Meat.

Beef Sirloin, - Mei Lung Pa ... 1b.

Prime Cut ... 1b.

Corried, - Him Ngau Yau ... 1b.

Roast, - Shin ... 1b.

Brash, - Ngau Yau ... 1b.

Scap, - Tong Yau ... 1b.

Steak, - Ngau Yau ... 1b.

Sausages, - Ngau Yau ... 1b.

Bullock's Brains, - Ngau Yau ... 1b.

Tongue, fresh, - Ngau Yau ... 1b.

Tongue, corned, - Ham Ngau Li ... 1b.

Head, - Ngau Yau ... 1b.

Heart, - Ngau Yau ... 1b.

Hum, - Ngau Yau ... 1b.

Feet, - Ngau Yau ... 1b.

Kidneys, - Ngau Yau ... 1b.

Tail, - Ngau Yau ... 1b.

Liver, - Ngau Yau ... 1b.

Tripe, (undressed), - Ngau Yau ... 1b.

Calves' Head and Feet, - Ngau Yau ... 1b.

Mutton Chop, - Young Fat Kwai ... 1b.

Leg, - Young Fat Kwai ... 1b.

Shoulder, - Young Fat Kwai ... 1b.

Saddle, - Young Fat Kwai ... 1b.

Pig's Chitterlings, - Chai Chong ... 1b.

Brains, - Chai Chong ... 1b.

Feet, - Chai Chong ... 1b.

Fry, - Chai Chong ... 1b.

Head, - Chai Chong ... 1b.

Heart, - Chai Chong ... 1b.

Kidneys, - Chai Chong ... 1b.

Liver, - Chai Chong ... 1b.

Pork Chop, - Chai Chong ... 1b.

Leg, - Chai Chong ... 1b.

Loose, - Chai Chong ... 1b.

Fat or Lard, - Chai Chong ... 1b.

Sheep's Head and Feet, - Young ... 1b.

Tau Kuei, - Young ... 1b.

Heart, - Young ... 1b.

Kidneys, - Young ... 1b.

Liver, - Young ... 1b.

Sucking Pigs, to order, - Chai Chong ... 1b.

Suck, - Chai Chong ... 1b.

Mutton, - Chai Chong ... 1b.

Veal, - Ngau Yau ... 1b.

Sausages, - Ngau Yau ... 1b.

Lard, - Chai Chong ... 1b.

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## FRUITS

Almonds, - Hang Yau ... 1b.

Apples, - Hang Yau ... 1b.

Bananas, - Hang Yau ... 1b.

Caramels, - Hang Yau ... 1b.

Cocoanuts, - Hang Yau ... 1b.

Lemons, - Hang Yau ... 1b.

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